

MUNITIMES

Take Muni to Festival 2000

Citywide Arts Celebration Slated

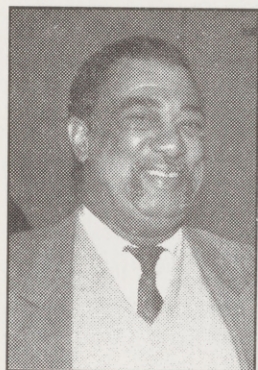
Starting on October 6 and running for 23 days, San Franciscans and Bay Area residents will be treated to an unprecedented celebration of multi-cultural arts, the first of its kind ever in the United States. In sheer size and scope, Festival 2000 will be like nothing that has gone before. Fifty separate and exciting events featuring over 1000 performers will take place throughout the San Francisco Bay Area and over 30 art galleries will present exhibitions. Fifteen new works in music, dance, theatre, performance art and film and video, by artists commissioned especially for Festival 2000, will make their world premieres.

Most Festival 2000 events will be easily accessible by public transportation. The Muni Passport, a three-day, \$10 pass allowing unlimited rides on all Muni passenger vehicles, will take you to most events throughout the City. For example, Sole Night, with dance performances by the American Indian Dance Theatre, Dance-Brazil, Muntu Dance Theatre of Chicago and Chitresh Das will take place at the Opera House on October 6, Opening Night. You can get there by taking the 42, 47, or 49 lines. The same lines will take you to Davies Symphony Hall on October 14 to hear "Sense Us," a musical premier fusing traditional and contemporary

continued on back panel

Dear Rider,

As San Franciscans, we learn to live on shaky ground. That's why it's so important that the city agencies that serve San Francisco remain unshakable despite the movement of the earth and other circumstances.



In this issue of the Muni Times, you'll read about Muni's Facilities Plan to consolidate and strengthen the Railway's infrastructure for the future. You'll learn about the electrification of the 31 Balboa line and the acquisition of the new 30-foot bus, and you'll look behind the scenes in

Muni's subway. The facilities and route improvements Muni is undertaking and the new vehicles we are acquiring underscore Muni's firm commitment to serve San Francisco now and in the future, under any circumstances.

The renovation and return to service of Cable Car 16, which survived the 1906 quake, is a symbol of San Francisco's resilience and dedication to preserving the City's unique character through its moving Historic Landmark, the cable cars. And the upcoming Festival 2000 exemplifies the diverse cultural population that the San Francisco Municipal Railway serves.

As Muni's acting general manager, I look forward to overseeing continued improvements and productivity at Muni, and keeping Muni's service to the public unshakable. I welcome your comments on anything of interest to you in this newsletter or about Muni in general.

Johnny Stein
Acting General Manager

Letter to the Editor

Dear Ms. Milner,

I am a Muni passenger on the 16 and 71 lines. I notice daily that those seating spaces for which senior citizens and handicapped persons have preference or priority are almost at all times occupied by younger passengers, who appear to have no knowledge or sense of giving up the seats for elderly or handicapped persons. I know that both the 16 and 71 lines operate in areas where a large number of foreign-born individuals reside. These individuals may not understand about the seating arrangement or be able to read the stickers pasted on the windows above the seats. If Muni is serious about carrying out its policy, I sincerely feel that it should educate its drivers to be cognizant of the program. After all, the drivers are in charge of the vehicles they drive and can readily bring to the attention of younger passengers the seating rules without antagonizing them.

Sincerely,
Mr. N. Yoshimura

Dear Mr. Yoshimura,

According to Mr. Gil Montoya, Muni's Director of Safety and Training, all Muni operators during their training process are instructed to ask politely that younger passengers give up the front seats to the elderly and handicapped. However, Mr. Montoya stresses that operators are not instructed to police these seats. If there is a problem and a senior or disabled person needs a seat occupied by a younger person who is unwilling to give it up, he or she should ask the operator to intervene.

Sincerely,
Anne Milner
Editor

The 30-Foot Bus is Coming

Smaller Bus Will Serve Neighborhoods

On July 6, the first in a delivery of 45 smaller 30-foot diesel buses, manufactured for Muni by Orion Bus Industries of Canada, made its inaugural run up Telegraph Hill from Washington Square to Coit Tower.

The new buses will replace the aging American Motors fleet that has been in use since the mid-seventies. They will be used on such community service lines as the 39 Coit, the 54 Southern Heights and the 37 Corbett.

All the buses are wheelchair-equipped and come with a kneeling feature, have single-aisle seating for easy passenger flow, and are ergonomically designed for operator comfort. Their powerful engines are electronically controlled to reduce air pollution and have special noise reduction features that make them quieter than the standard 40-foot coaches. Muni expects all 45 of the buses to be in service by the middle of July.

Rules of the Ride

Yield seats in the front to senior and handicapped riders. They have priority seating. Passengers should vacate designated seats for the elderly and disabled, including pregnant women, and must if the space is needed to secure a wheelchair. Alert the operator immediately if there is a problem which affects the well-being of yourself or another passenger.



Muni's new 30-foot bus.

Photo: Carmen Magana

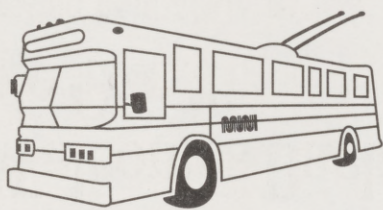
Earth Day's Transportation Message

Take the Bus!

On April 22, people all over the world celebrated Earth Day 1990 to bring attention to environmental problems facing our planet. The American Public Transit Association, as part of that effort, disseminated some information that shows how use of public transit can conserve energy, improve air quality and save money.

For example, when one commuter leaves the car behind and uses transit to travel to and from work for one year, nine pounds of hydrocarbons, 63 pounds of carbon monoxide, five pounds of nitrogen oxides and one pound of particulates are removed from the atmosphere annually. Every bus full of passengers at rush hour removes 40 cars from traffic, every full rail car removes 75 to 125 cars, and every van full of passengers removes 13 cars. A savings of ten to 15 gallons of gasoline is realized every time 40 single-passenger car drivers take a 10-mile trip to work on the bus. Thirty to forty million gallons of gasoline would be saved each day if average commuter-vehicle occupancies were increased from 1.1 passengers per vehicle to 2.1 passengers per vehicle.

To put this into perspective, if you find yourself in rush hour traffic in an automobile, just look around you and see how many cars are clogging the roads with just one passenger — the driver!



A Facilities Plan for Muni

A New Look by the Year 2000

By the turn of the century, Muni will hardly resemble the Muni of today. Construction of new facilities and the consolidation of maintenance, operating and management activities into central areas will streamline the 78 year-old agency. The opening of Flynn Division last fall was the first in a series of new or improved facilities planned before the year 2000. In the MOTOR COACH area, the next step is the ac-



Photo: Joshua Roisten

Muni headquarters will move and the old Presidio Division will be transformed under Muni's Facilities Plan.

quisition of a 12-acre parcel of land on the south side of Army Street, just west of Third Street. This property and the nearby Woods Division will be turned into motor coach divisions with centralized heavy maintenance for all diesel buses, a paint and body shop for both motor and trolley coaches, and will consolidate several maintenance shops located in other parts of the City. Muni expects construction on the new site to be finished in 1994 and the remodeling of Woods Division to be complete in late 1996.

In the TROLLEY COACH area, a 15-month reconstruction of Potrero Division, located at 17th and Mariposa, started in April. Once finished, Potrero will maintain the first of a purchase of 60 articulated trolley coaches. These new vehicles will go into service to coincide with the electrification of the 31 Balboa line.

Presidio Division, located at Presidio and Geary, which also houses Muni headquarters, will be rebuilt between 1996 and 1998 and expanded to handle Muni's articulated trolley coach fleet, along with Potrero. As part of that project, Muni Headquarters will move out of the Presidio building, leaving the facility solely as an operating division. Housing and minor commercial space will be located on top of the expanded facility.

In addition, a new LIGHT RAIL facility, known as Metro East, will be constructed by mid-1995. Metro East, bordered by 16th Street, Owens, Mariposa and the CalTrain right-of-way, will be built to store and maintain 85 to 90 new light rail vehicles. It will be built in time to serve the Muni Metro Extension to Mission Bay and the Muni Metro Turnback at the Embarcadero Station under Justin Herman Plaza. The new Muni Headquarters will be constructed on top of Metro East, consolidating the management offices now located throughout the City.

Last but not least, Muni will centralize its signal and electronics functions, which are currently spread among facilities located at 24th and Utah, West Portal and the Metro subway into a main unit on Bryant Street.

When SF enters the 21st century, it will have a transit system equal to the time. For Muni, which changed quite slowly from the early fifties until the late seventies, the rapid transformation of its facilities over the next 10 years will make up for lost time.

SF Welcomes Back Cable Car 16

Celebration held at Union Square

San Francisco loves its cable cars and on April 10, "the City that knows how" once again turned out to pay tribute to the nation's first

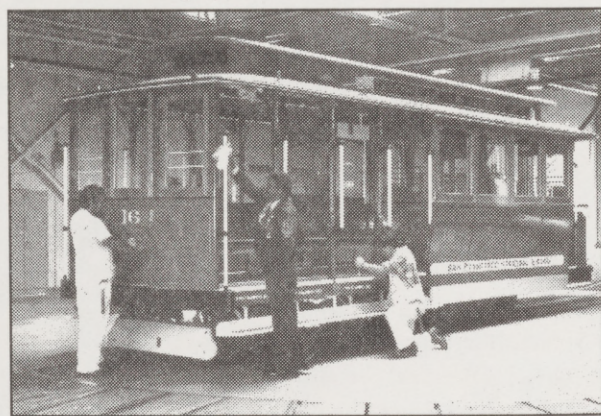


Photo: Joshua Roisten

Cable Car 16 gets some finishing touches

moving Historic Landmark. The occasion was the completion of the reconstruction of Cable Car 16, a 99-year-old car originally built for the Ferries & Cliff House Railway in 1891.

During the Cable Car Reconstruction Project in 1982, Cable Car 16 was not rebuilt because of extensive deterioration, but in December 1988, Muni's expert Carpentry, Special Machine and Paint Shops started the task of rebuilding the car almost completely from top to bottom. The project took a little over 12 months and cost \$175,000.

The Cable Car 16 Festival honoring the car's return to revenue service kicked off with a parade from the Cable Car Barn to Market Street, featuring 20 decorated cable cars, three marching bands, classic autos, a vintage SF police car and two historic fire trucks. Festivities continued in front of the St. Francis Hotel

with a champagne christening by Mayor Agnos and a salute to the crew that rebuilt the car. Free cable car rides sponsored by Chevron USA and the Bank of America went on all afternoon and a free concert featuring a number of local musical and comedy groups was held in Union Square.

You can ride Cable Car 16 on the Powell line. Just look for the car painted blue and yellow, Muni's colors during the 1930s and 40s.

Behind the Scenes

A Look at Subway Ventilation

When one thinks of preventive maintenance at Muni, visions of mechanics working on vehicles generally come to mind, but stationary engineers at Muni's Ways and Structures Department also have their work cut out for them in the maintenance of Muni's hidden subway ventilation fans.

Thirty fans installed deep under Market Street are constantly maintained by Ways and Structures crews to keep them in good working order. The fans, powered by 100 horsepower electric motors, spin at 900 to 1200 rpm depending on their size. All fans are capable of

operating in either a right or left direction, providing both supply and exhaust modes for controlling smoke in the subway tunnel in the event of a fire.

Preventive maintenance of the fans includes the removal of each blade to inspect for damage and stress corrosion. If necessary, blades are replaced, parts are coated with anti-corrosive compounds, bearings are lubricated and the blades are reattached to the fan's hub. They are then adjusted to the proper pitch angle and statically balanced. Finally, crews use a vibration analyzer to fine-tune the fan at its operating speed.

Hats off to Ways and Structures crews who are constantly working behind the scenes at Muni to keep its facilities up to snuff.

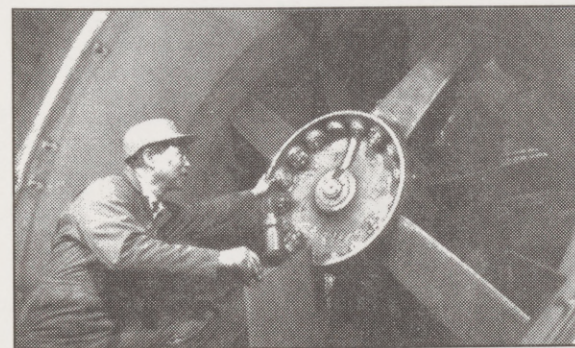


Photo: Carmen Magana

A worker adjusts a Muni Metro ventilation fan.

Munitoon

by louis dunn



On the Move

This summer, work will begin on the 31 Balboa diesel line to convert it to trolley coach operation. The 31 Balboa electrification will be the fifth project to expand

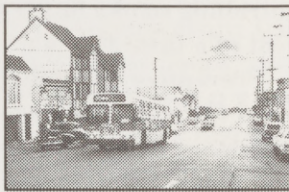
Muni's trolley coach system since 1981. The electrification of the 45 Greenwich, 1 California (55 Sacramento), the 24 Divisadero and the extension of the 33 Ashbury from Golden Gate Park to Children's Hospital have preceded this project.

The 31 line was chosen for trolley coach conversion because one-fifth of the route is already under trolley wire and the project has widespread neighborhood support. Seventeen thousand passengers currently ride the 31 Balboa daily. The new overhead system will be constructed from Turk Street at Market to La Playa at Cabrillo.

The expansion of trolley coach operations in SF is part of the City's Comprehensive Master Plan. Trolley coaches are easier to maintain, less costly to operate, reduce the pollution associated with diesel buses, and are quieter.

Did You Know...

According to the Bay Area Transportation Study by the Metropolitan Transportation Commission, 18% of all trips made by individuals in SF each day are made on Muni. If walking trips are excluded, that number rises to 32%. This is an extraordinarily high number when compared to the U.S. transit industry's ridership figures which account for not more than 2% of all trips made in urban areas.



Diesel buses will be a thing of the past on the 31 line.

Photo: Carmen Magana

Festival 2000

continued from front

music and poetry with performances by Bobby McFerrin's Voicestra, Max Roach and Sonia Sanchez. On October 23, "Uncle Tom's Cabin," reinterpreted by playwright Ntozake Shange and performed by the San Francisco Mime Troupe will begin at the Lorraine Hansberry Theater on Sutter. The 2, 3 or 4 lines will get you there.

Take part in this grand artistic celebration of our shared cultural histories. There's something for everyone and Muni will see you practically to the door. For more information and a calendar of events call (415) 864-4237.

A Blast From the Past

A Bit of Transit History

In April 1891, the Board of Supervisors prohibited overhead streetcar wires in the downtown area. Although this order was repealed the next year, the ban continued to be enforced on some downtown streets, including Market Street. Public antagonism toward overhead wires, led by city beautification proponents, and a reluctance to scrap the expensive cable system delayed major electrification projects in SF until after the 1906 earthquake and fire.

Credits

MUNI TIMES is published by the Community Affairs Department of the Municipal Railway for the passengers of Muni. Comments and suggestions may be sent to the Muni Times, Room 238, 949 Presidio Avenue, San Francisco, CA 94115.

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